IV. Existing Conditions Assessment

In order to develop a plan for community-wide Active Transportation improvements, an inventory of existing conditions is necessary to provide the baseline of information and unique conditions for the City of Canandaigua.

Site Context

Active Transportation participants traverse outside the City of Canandaigua, thus awareness of the larger regional context in developing this plan is important. The Context Map (Figure 4a) shows the traveling distance relationship to the City of Canandaigua's surrounding communities. The Multi-Use Trails Network Map (Figure 4b) shows the City of Canandaigua in relationship with the planned regional trail system. The CATS Scheduled Route Map (Figure 4c) shows the City of Canandaigua in relationship with the CATS public transportation designated routes connections to surrounding communities. This plan focuses on the Active Transportation System in the City of Canandaigua; however, connections via trail routes and public transportation routes were incorporated into the design recommendations.

Mapping, Field Inventories & Data

An assessment of current transportation system conditions includes collecting data from several sources and displaying that information in a manner conducive to producing a baseline inventory for determining priority routes and improvements. The plan utilizes the following maps and data as a baseline for the Priority Active Transportation Route Map (Figure 4d):

- CWC Street Survey –
- NYSDOT Local Roads Listing – City of Canandaigua, NY; Ontario County - Appendix 4a
- CWC Main Street Measurements –
- CWC Street Parking Survey – Appendix 4b
- Sidewalk Survey – City of Canandaigua, Office of Development & Planning,2006 – Appendix 4c
- CWC Slope Analysis – Appendix 4d
- Pedestrian-Bicycle/Motor Vehicle Related Accidents – Appendix 4e
- Digital photographs and satellite images

Mapping pedestrian/bicycle and motor vehicle accident information aides in identifying potential opportunities to improve safety.

Figure 4a

Figure 4b

Multi-Use Trails Network

Genesee-Finger Lakes Region

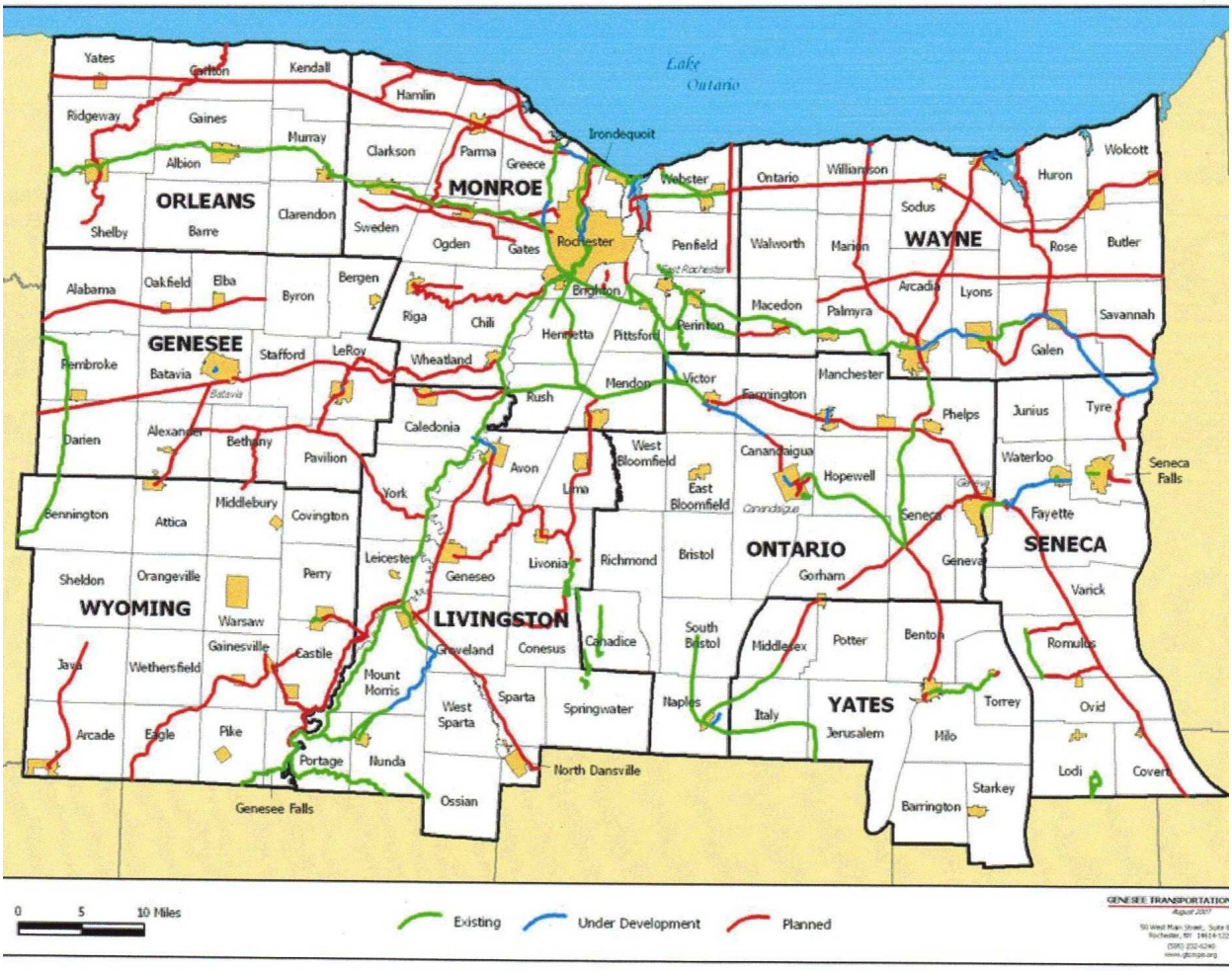


Figure 4c

Public Transportation Routes

Genesee-Finger Lakes Region

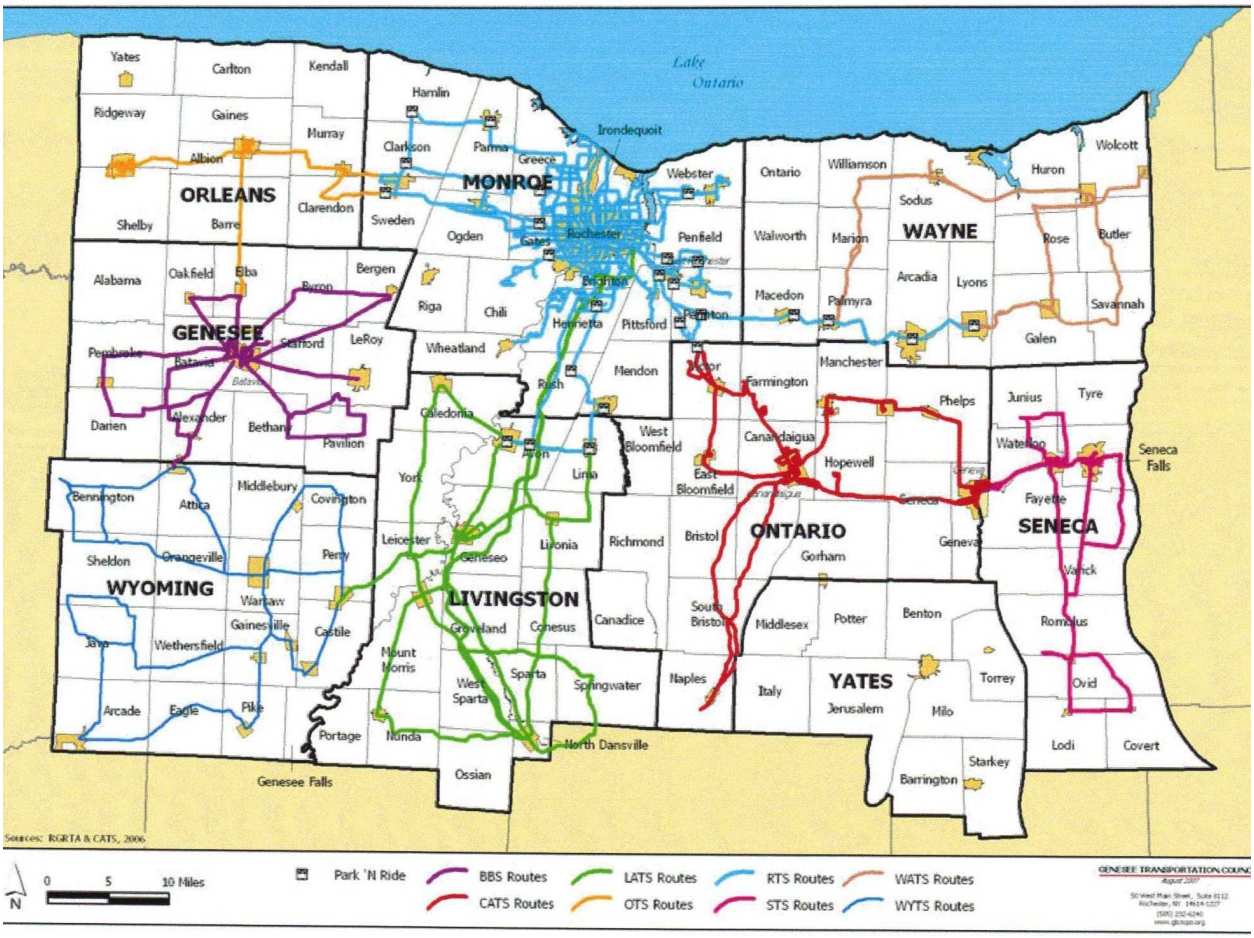
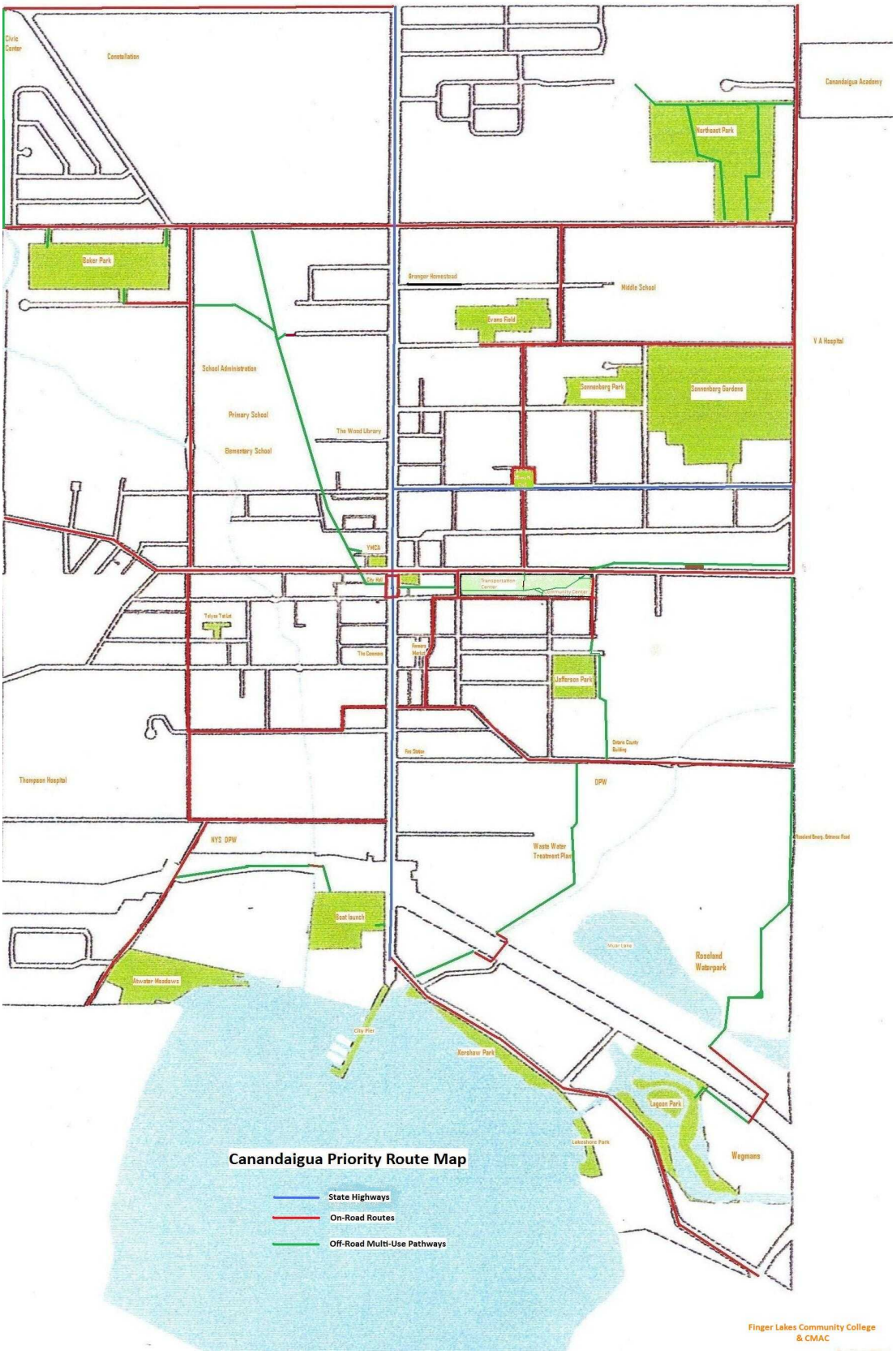


Figure 4d


Civic Center
Constellation
Canandaigua Academy
Northeast Park
Baker Park
Bronger Homestead
Middle School
Evans Field
V A Hospital
School Administration
Primary School
Elementary School
The Wood Library
Sonnenberg Park
Sonnenberg Gardens
YMCA
City Hall
Transportation Center
Community Center
Tolye Tatat
The Common
Farmers Market
Jefferson Park
Ontario County Building
Fire Station
Thompson Hospital
DPW
NYS DPW
Waste Water Treatment Plant
Boat launch
Muirlake
Roseland Waterpark
Atwater Meadows
City Pier
Kershaw Park
Lagoon Park
Lakeshore Park
Wegmans
Canandaigua Priority Route Map
State Highways
On-Road Routes
Off-Road Multi-Use Pathways
Finger Lakes Community College & CMAC

Reviewing slope conditions identifies potential challenges for physically challenged users and bicyclists. Roadways, sidewalks and trails with slopes greater than 5 percent for more than a quarter of a mile provide a challenge for experienced riders and potential difficulty for other users. Slopes over 1 foot rise over a distance of 12' are potentially difficult for the physically challenged.

In general, Canandaigua is relatively flat, with some steeper slopes along a couple of the Priority routes.

The City mapped sidewalk availability (Figure 4e) and CWC mapped the parking availability (Figure 4f) on city streets using that information for recommendations on the priority routes.

The existing trails, parks and other open space were analyzed via digital photographs, satellite images and field trips for opportunities to provide multi-use off-road highways.

Review of city street conditions aided in the Prioritized Route selection especially in selecting alternate on-street routes for bicyclists. The system is designed to provide the cyclist (Group C riders) a choice in how to travel through the City of Canandaigua safely and conveniently with the intent of avoiding traveling on but still having access to the two most heavily traveled motor vehicle thoroughfares, Main Street and 5 & 20.

The City of Canandaigua Unique Conditions and Opportunities

1. On-road and Off-road Connections

The City of Canandaigua is uniquely designed for an Active Transportation System due to its small rectangular shape, size (5.1 square miles) and its grid pattern street design with the downtown business district at the center. The park system is extensive and evenly distributed in each ward, the City is blessed with many exciting tourist destinations and of course there is the beautiful Canandaigua Lake. On the lake front there are proposals for a large commercial-residential project and a hotel-conference center addition to Steamboat Landing Restaurant. This would add approx. 350 residential units and 145 hotel rooms along the lakefront. In the northeast Ward 1 there is a proposal for a 150 unit housing development and in the southwest Ward 3 there is a proposal for a 34 unit development. The Wood Library, located centrally in the city, proposes to expand adding badly needed meeting room space to the city. The Active Transportation Plan aims to optimize all functional alternative transportation street improvements between these destinations and "complete streets" design within the developments.

Figure 4e

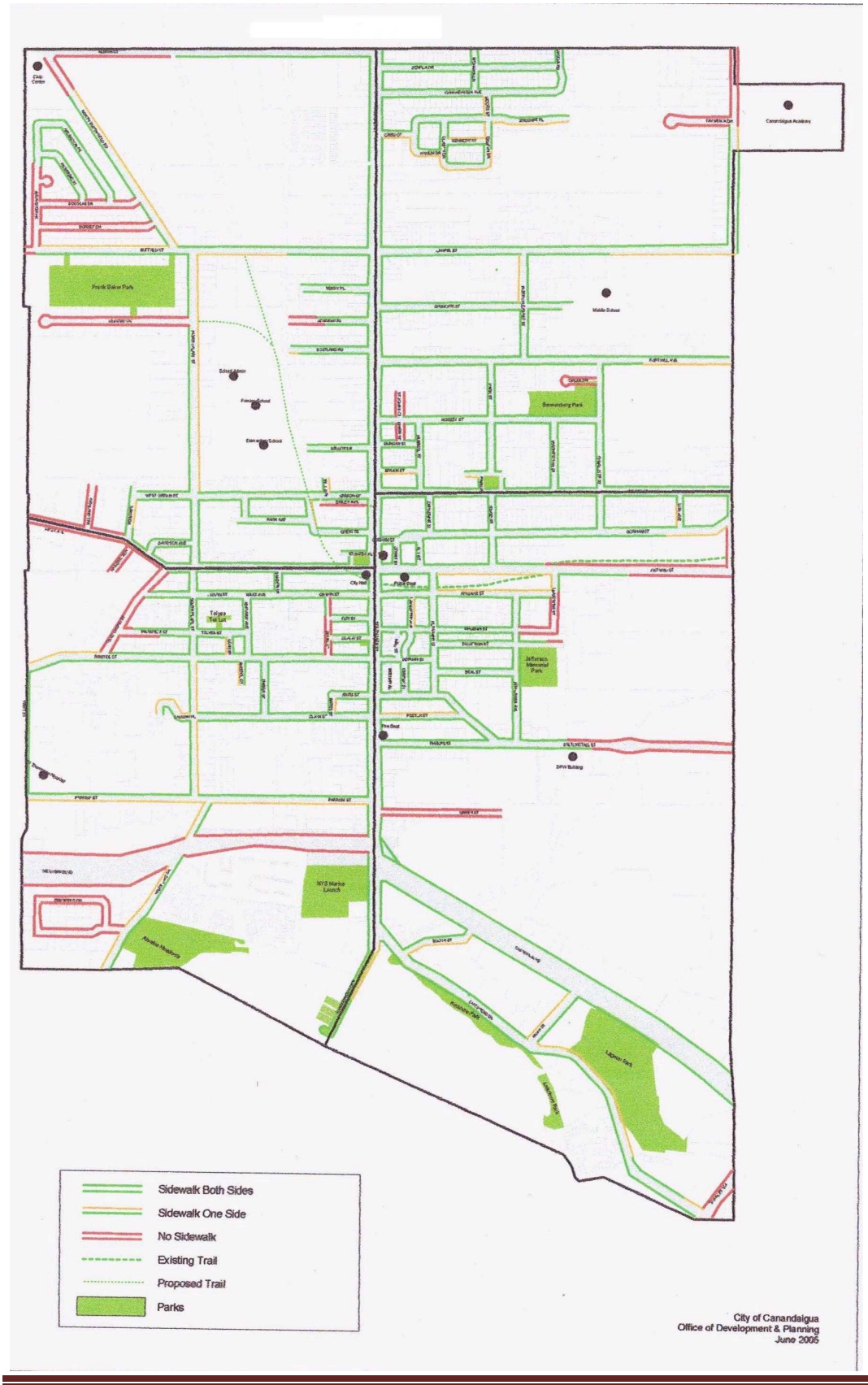
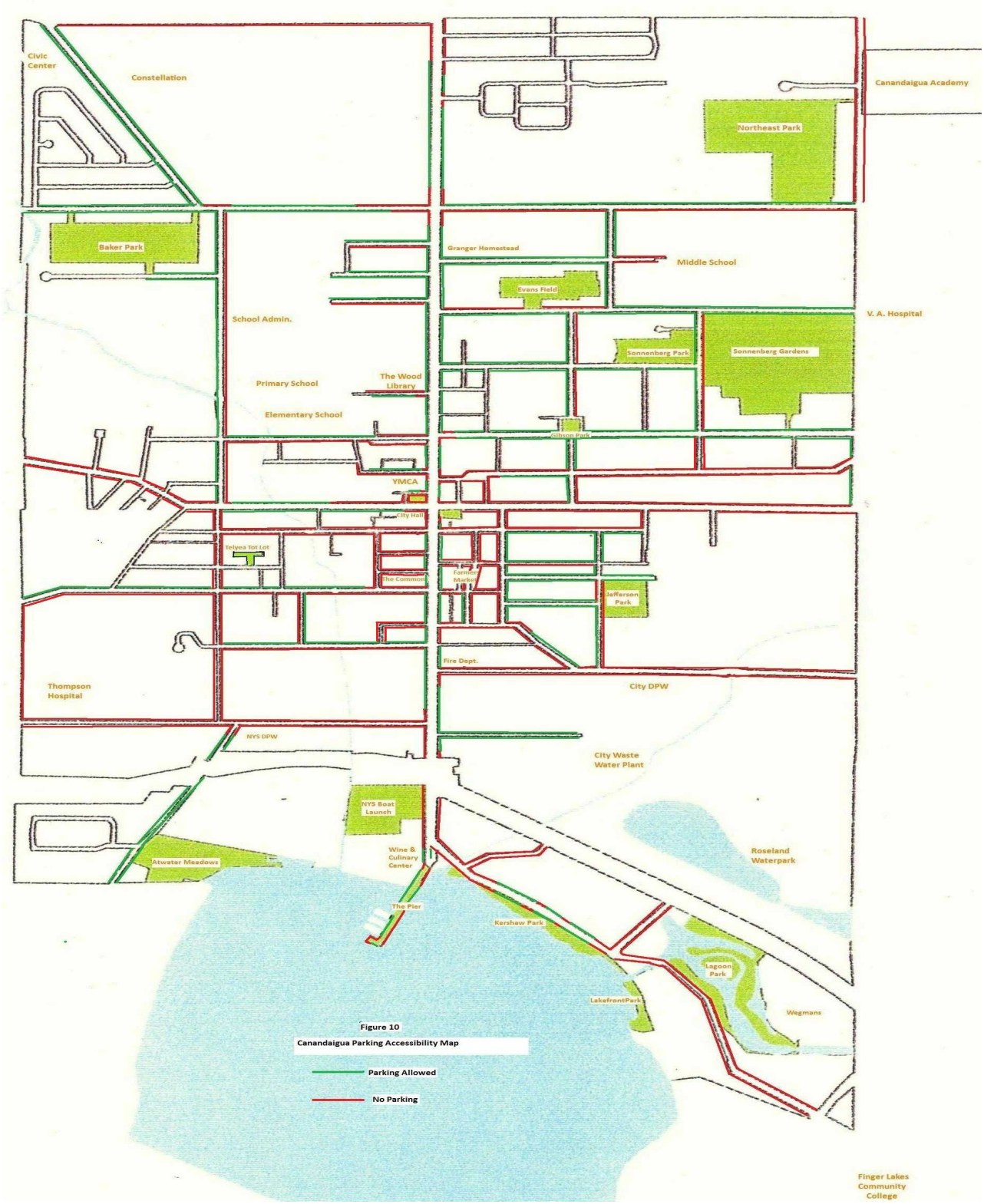

Sidewalk Both Sides
Sidewalk One Side
No Sidewalk
Existing Trail
Proposed Trail
Parks
City of Canandaigua
Office of Development & Planning
June 2005

Figure 4f


Civic Center
Constellation
Canandaigua Academy
Northeast Park
Baker Park
Granger Homestead
Middle School
Evans Field
V. A. Hospital
School Admin.
Sonnenberg Park
Sonnenberg Gardens
Primary School
The Wood Library
Elementary School
Gibson Park
YMCA
City Hall
Telyea Tot Lot
The Common
Farmers Market
Jefferson Park
Fire Dept.
Thompson Hospital
City DPW
NYS DPW
City Waste Water Plant
NYS Boat Launch
Wine & Culinary Center
Roseland Waterpark
Atwater Meadows
The Pier
Kershaw Park
Lagoon Park
LakefrontPark
Wegmans
Figure 10
Canandaigua Parking Accessibility Map
Parking Allowed
No Parking
Finger Lakes Community College

The City of Canandaigua has a rapidly expanding trail system. For example: this year construction is scheduled begin on the rails-to-trails trail project beginning at City Hall north along the rail line ending at Buffalo St. This trail will connect with the trail heading east from City Hall to the Ontario Street crossing then connecting with the Ontario Pathways Trail east to East Street. There are many public open spaces and utility easements that can be utilized for new or improved system facilities: for example, there is a RG & E pole line between Ontario and Saltonstall Streets that has been identified as a priority location for a multi-use path. The Active Transportation Plan aims at upgrading and expanding the existing trails as well as other off-road path opportunities. It also aims to integrate on-road routes and off-road paths into one continuous transportation system.

2. Winter Conditions

In the winter, some pedestrians and cyclists, especially commuters, choose to walk or ride, despite winters extreme temperatures or conditions. The City of Canandaigua has the following winter conditions[23]: Avg. snowfall approx. 90 inches; snowfall from November to April, with peak snowfall from mid-December to mid-February; a mean of 133 days with temperatures of 32 degrees or less; and an average wind speed of 10 MPH. Winter conditions are not conducive to active transportation yet with a well planned campaign of snow removal, de-icing, leaf removal and driver awareness would keep the system viable.

When it is expected that the system will be used during the winter months, snow removal must be planned for both on the roads and paved portions of the multi-use paths. Snow and ice buildup will inhibit wintertime use of the multi-use paths yet they will still be used by cross-country skiers and snow shoers. Sidewalks and curb ramps should not be used for snow storage. Local policies should treat the clearance of snow from sidewalks as being equal in importance as clearance of snow from streets. In areas where abutting landowners and residents are responsible for clearing walkways, local regulations should be enforced. In addition special attention should be given to snow removal from shoulders.

3. Fall Conditions

In the fall, with the changing of climate, fallen leaf pileup becomes a hazard to joggers and cyclists. Local policies should prohibit leaf storage from encroaching on City streets or sidewalks and be enforced.

4. Sidewalks

Bicycle use of sidewalks is normally not recommended for a variety of reasons including narrow sidewalk width, uneven sidewalk surfaces, potential conflicts with pedestrians and numerous intersections with driveways. However, it is important to acknowledge that bicycle riding on sidewalks does occur on a frequent basis. The City of Canandaigua has a significant and growing sidewalk system that is likely to be utilized by local cyclists. Children in bicycles (Group C) are the most frequent sidewalk riders, but basic adult riders (Group B) are not uncommon. This plan does not support riding on the sidewalks, but does encourage some sidewalk locations transitioning to multi-use paths designed for both safe pedestrian and bicycle usage. Present local ordinances prohibits cyclists on downtown Canandaigua sidewalks but does allow sidewalk cycling in all other areas.

The City of Canandaigua Sidewalk Survey provides an inventory of all existing sidewalks within the City. (Appendix 3e).

5. CATS – Public Transportation

The County Area Transit System (CATS) provides public transportation for Ontario County. The service provides routed service as well as Dial-a-Ride service. CATS is a vital link to neighboring communities and to other public transportation systems in the region for Active Transportation System users. CATS does not use designated bus stops in Canandaigua, relying on users flagging down the bus while on its route. CATS does not have a City central terminal either, using the corner of Ontario Street and Main Street as an on-street parking/central pickup area. Other than a bus stop shelter there is no shelter for waiting passengers. CATS, with improvements, has the opportunity to become a viable mode of longer distance transportation for walkers and cyclists.

In conclusion, the City of Canandaigua is in an enviable position compared to other municipalities with its compact size, grid pattern street layout and existing corridors with existing public access or available easements. These conditions will allow for expedited implementation and cost savings by minimizing private property acquisition, design variables, and upgrade expense. With relatively few new construction projects and upgrading the existing facilities the City of Canandaigua can be well on its way to providing a viable active transportation system.